

National Capitol Regional Planning Council, Washington, D.C.

groups in the Region to a full
 of citizenship. The recom-
 increase the stability and wel-
 of a regional job training and
 ncial institutions to channel or
 nunities, and an extensive hous-
 primary and secondary education
 k the circle of family instability,
 nt, low achievement motivation,

of human resources is a social
 tomation, changing market de-
 e helped to obtain productive
 an resources, planning for job
 dinated with physical planning.
 iditures with private investment
 ies; establishing community or
 obs and on-the-job training pro-
 al research on unemployment

nomy.³—The locations of com-
 s of desired economic activities.
 ets and of the location require-
 land values resulting from ex-
 s; analysis of the behavior of
 in which different combinations
 gether ("agglomerate"); deter-
 of alternative land-use arrange-
 choices and public investment

t the objectives set forth in the
 structure should be considered.
 uning actions which encourage
 ; methods to attract new indus-
 -development incentives; study-

n, and Economics, *Technology and*
Regional Growth 1950-2000, Ap-

ing tax and legislative policies which affect location of industry in the Region;
 analyzing industrial costs and amenities in the Region to discover additional kinds
 of public or private capital investment needed to support new industry; and choos-
 ing the jurisdictions in which new industries are to be located.

THE FEDERAL EXPANSION PLAN

Topics for study include: Federal employment and location policies; programs
 of joint Federal-local action for carrying out Federal expansion policies; perma-
 nent executive-branch procedures to assure compliance with the Federal Expansion
 Plan.

Federal employment and location policies.—To achieve the desired pattern of
 development—especially in the corridor-city and new-town core areas—Federal
 expansion must be carefully coordinated with overall planning for the Region.
 Problems include: Determining guidelines and administrative procedures for
 achieving a desired Federal employment average of 25 to 35 percent in the core
 of each corridor city or new town; determining the needs and problems of Federal
 agencies with respect to ultimate location in corridor-city core centers; determin-
 ing the linkages, relationships, and communication patterns between various
 agencies; determining which type of Federal agency goes into which corridor-city
 core; coordinating local rezoning, capital programming, subdivision and core center
 site design actions with Federal agency relocation plans; compensating for the loss
 of potential tax revenues which will result from Federal ownership of sites in high-
 value portions of corridor-city cores; designing and staging the development of
 regional transportation facilities to insure the success of decentralized Federal
 agency locations; and grouping related Federal, State, and local governmental
 agencies into the same corridor city.

**Programs of joint Federal-local action for carrying out Federal expansion pol-
 icies.**—To insure the success of the corridor city and new towns by using Federal
 expansion policy as a positive factor in radial corridor development, a joint local-
 Federal policy and operational planning mechanism is needed. This mechanism
 would operate both to achieve the objectives of the Regional Guide and to further
 the interests of local and Federal Governments. Problems include: Providing
 necessary local capital investments to permit efficient operation of proposed Federal
 facilities in the corridor cities; possible joint financing, construction, donation or
 dedication of land, services, or facilities; reviewing Federal agency site development,
 employee needs, and capacities of employee service facilities; devising and enforcing
 Federal site employment ceilings and site-design standards; and mediating conflicts
 between local and Federal interests. All parties would be committed by
 memorandums of agreement and, wherever possible, by appropriate legislation;
 both Federal and local Governments would agree to provide necessary appropria-
 tions to carry out their respective commitments.

Permanent executive branch procedures to assure compliance with the Federal Expansion Plan.—To protect the policies of the Regional Development Guide from violation by individual Federal agencies, permanent control of Federal expansion projects in the Region is required. At present, while the National Capital Planning Commission (NCPC) reviews all Federal construction projects in the Region, it generally has mandatory review powers over proposals for the District of Columbia but only advisory powers over projects outside the District. The enabling legislation for NCPC should be amended to require its approval of all Federal locations and development plans in the Region, expand its review and enforcement powers of agency employment ceilings, and direct its promulgation of specific policies on federally-leased space. Leased space should be limited to a maximum 10 percent of all Federal space with a 36-month maximum leasing period by any one agency, and 12- and 24-month reviews of space needs of agencies located in leased space. The NCPC should have full enforcement powers in its areas of responsibility. The 10-year development plans of the General Services Administration (GSA) should be fully coordinated with long-range NCPC policies. NCPC should be required to use adopted plan development policies relocating all Federal agencies designated eligible for relocation to the corridor cities. This would require local review if variance from adopted policies is indicated.

INTERREGIONAL PLANNING

All of the State, regional, and Federal agencies of Megalopolis should be called together to identify their mutual goals and problems and to discuss the possibilities for concerted planning. They should create a joint committee on planning for Megalopolis. Subcommittees in the National Capital Region and in the other metropolitan areas of Megalopolis would inventory the resources, problems, and opportunities for their respective areas, and report their recommendations to the full committee.

If this initiative in interregional planning is fruitful, the National Capital Region will derive these benefits:

- ☐ New outlooks on decisions made by other regional planning agencies and local governing bodies with problems similar to ours.
- ☐ Solution to mutual problems shared by various jurisdictions within Megalopolis.
- ☐ Improved coordination of plans among the agencies of Megalopolis to achieve common objectives of the National Capital Region.
- ☐ Direct savings of public expenditures in the National Capital Region resulting from increased effectiveness of land use and transportation planning throughout Megalopolis.
- ☐ Improved allocation and use of the available natural, social and economic resources among the metropolitan areas of Megalopolis. The region's share of these resources can then be determined in a more rational way.

To coordinate the transportation with those of the National Capital study areas are suggested; freeway linkages, and intercity transportation.

Study topics include comprehensive freeways, circumferential freeways.

Comprehensive public automotive mobile has brought about basic changes. The unique advantages. However, in the haste to meet and view the whole problem. The problem that car owners shall be able to solve. Often this approach solves. Therefore the Council review all aspects of automobile use in the Guide. Problems include: The cost of traffic-engineering decisions; the expense and perhaps dubious unlicensed mechanics; the inefficient commercial-strip development; the delay a byproduct of real-estate speculation with traffic-movement plans; an abandoned in the streets or left right.

New radial freeways.—The Council radial freeways and interchanges private-market development of the access to new Federal installations. The additional costs of providing repaid later by efficiencies gained. Items include: Choice of specific departments on programming for transit where needed; and the needed. Various traffic-engineering be solved.

Circumferential freeways.—Two 2000 to increase access between urban area and to increase market potential.